

D-3. OBJECTIVE: Promote the growth of regional business clusters in the San Joaquin Valley.

D-3-a. Policy: Prepare recommendations on regional collaboration for consideration and approval by the mayor and the Fresno City Council within six months of the adoption of the Economic Development Element of the General Plan.

D-3-b. Policy: Support efforts for regional economic development collaboration.

D-3-c. Policy: Host periodic valley-wide economic development summits.

E. PUBLIC FACILITIES ELEMENT

Challenges

One of the most fundamental responsibilities of the city is to ensure provision of adequate public facilities that will support the existing city as well as projected growth. Public facilities and services impacted by population growth and urban development include circulation and public transportation; sewage collection and treatment facilities; public water supply; storm water drainage and flood control facilities; law enforcement and fire protection; parks and recreation; schools; and solid waste disposal. Other services and facilities include the criminal justice system; health and welfare; and, library services as well as other cultural amenities. Many of these areas of concern are not within the purview of the City of Fresno but are factors which must be cooperatively addressed through regional and intergovernmental efforts identified elsewhere by the general plan. Continued urban development within the urban boundary established by the 1983 Joint Resolution on Metropolitan Planning and the expanded urban boundary of the 2025 Fresno General Plan will necessitate new or expanded facilities and increased service capacities.

Direction

1. Transportation/Streets and Highways. The private motor vehicle (passenger automobile and truck) has continued to be the most responsive and popular means of moving people and goods within the central California region and Fresno's metropolitan area. Although substantial efforts will be made to strengthen alternative modes of transportation, it will continue to be necessary to provide adequate street capacity for newly developing areas and to pursue the expansion of deficient components of the existing street circulation system. Although the Fresno County Transportation Authority Measure "C" Expenditure Plan provides for the construction of most of the freeway system by the year 2010, the completed system is projected to be deficient in the number of freeway lanes and the capacity of access ramps to adequately serve projected vehicle traffic increases.

There are also capacity deficiencies projected to occur on the system of major streets designated by the general plan to provide local and regional access throughout the Fresno metropolitan area. In several locations the street system is disrupted and the absence of major streets in the normal grid pattern has caused increased traffic volumes on the adjacent streets and heavy turning movements at intersections. While ordinances and policies are established to require new development to construct planned major street improvements, or pay a development impact fee comparable to its proportionate share of the cost, additional fees or regional sources of funding (such as state/federal gas taxes or renewal of the Measure "C" Local Transportation Sales Tax Measure) will be necessary to construct numerous regional facilities.

Several long-term circulation deficiencies are projected, including:

- Herndon Avenue, when fully constructed to the six-lane expressway standard, will still lack the capacity to carry the projected traffic. Preliminary studies completed for the Council of Fresno County Governments have identified several major alternatives such as a two-level freeway segment along Herndon Avenue and a second east/west corridor which crosses Freeway 41 and the San Joaquin River in order to intersect with Freeway 99.
- Friant Road is projected to be deficient in capacity in the vicinity of the Freeway 41 interchange because it is the last freeway interchange on the Fresno side of the San Joaquin River and carries traffic from most of the Woodward Park Plan area together with commuter traffic from growing unincorporated communities located to the northeast.
- The Grantland-Herndon Diagonal must be built with an interchange at Freeway 99 to accommodate growth in the Bullard and West Community Plan areas. However, the new interchange would not alleviate projected deficiencies at the Shaw-99 interchange which has long been acknowledged by the State Department of Transportation (Caltrans) to be deficient in its operational design and capacity.
- Shields Avenue must be extended over the Southern Pacific Railroad yard to provide relief of congestion at the Ashlan and Clinton interchanges with Freeway 99.
- Kings Canyon Road will be deficient between Chestnut and Fowler Avenues because of the absence of an arterial street on the California Avenue alignment. This leaves a gap of two miles without an arterial between Ventura/Kings Canyon Road and Jensen Avenue, causing deficiencies on those streets and on Butler Avenue, a collector.
- Ashlan Avenue through the Fig Garden neighborhood will divert traffic to Shaw and Shields Avenues which lack capacity to handle traffic growth. Nevertheless, the volume on Ashlan will continue to exceed its capacity and some traffic may divert to parallel local streets.
- Many major streets in the west and southeast areas will develop bottlenecks where extensive rural residential development exists, leaving two-lane sections of roadway until such time as the rural properties redevelop into urban uses.

- If railroad consolidation occurs, all major streets crossing the Union Pacific tracks will require grade separations. If consolidation is not feasible, grade separations will still be needed on both Burlington-Northern/Santa Fe and Union Pacific, particularly at locations where train speeds are low such as Shaw at Union Pacific, McKinley at Union Pacific, Herndon at Union Pacific, Ventura at both Union Pacific and Burlington Northern/Santa Fe.
- Freeway 99 will become deficient where it needs to be widened to six lanes from Ashlan Avenue to the San Joaquin River, and to eight lanes from the south urban boundary to at least Freeway 180 and potentially north to Ashlan Avenue. Freeway 41 will need to be widened to six lanes from Alluvial Avenue to the river and to eight lanes from Freeway 99 to Alluvial.

The local scenic highway program consists of identifying streets with significant visual qualities, usually related to adjacent mature specimen trees or the quality of residential structures and landscaping along the corridor. These corridors or boulevards have been designated on the community plan maps and policies have been written to aid in conservation of the existing mature trees. The importance of building scenic qualities into new street systems is recognized in this plan.

2. Transportation/Rail Systems. Environmental and economical considerations continue to make the railroad attractive as a major interregional mode of transportation. Rail transportation has fewer negative impacts on the environment and is more energy efficient than either the automobile or airplane. Rail transportation has the advantage of reaching into the heart of urban areas smoothly and rapidly, with stops at major urban nodes.

The demand for rail freight services, which appeared to be steady or declining in the later 1990's within in the San Joaquin Valley, is increasing in California with the expansion of port facilities in northern and southern California and increasing number of very large distribution warehouse facilities. This results in a considerable impact upon the number and frequency of trains routed through Fresno. Passenger train usage has also continued to grow in California and additional train service is anticipated through the San Joaquin Valley with 10 daily Amtrak trains (5 in each direction) anticipated by 2003.

High Speed Rail. High speed rail offers a promising travel alternative to connect Fresno with other major population centers with increased speed and improved safety. The objective of current high speed rail proposals is to complete a 20-year high speed rail plan which will include feasibility studies addressing corridor evaluation and environmental constraints, ridership demand/market analysis, economic impacts analysis with mode cost comparison, and institutional analysis and financing options. The City of Fresno, together with other governmental agencies and transportation interest groups, has continued efforts to promote and participate in high speed rail planning and development efforts particularly in advocating a downtown Fresno station location.

Light Rail/Mono Rail/People Mover. Rail lines throughout the metropolitan area offer an opportunity to consider light/commuter rail as a possible future transportation mode. Larger cities have utilized light rail transportation successfully for years. Analyzing the characteristics of transit systems helps to determine a personalized system which can best meet the needs of riders within a service area. The important characteristics to be highlighted include the following: frequency, speed, system capacity, inter-modal interface, safety, and land use density (minimum of nine dwelling units per acre).

The speed and frequency of light rail service, like any other transit mode, depends on service demand and the number of stops. Nevertheless, light rail is able to provide faster service due to having a separate route with minimum traffic interference. This is especially true if traffic control devices which prioritize light rail transit movement are used. The interface between light rail transit and access points for other modes of transportation such as bus service, conventional and high speed rail systems, and automobile parking facilities is common.

During the past several decades public transportation systems in the Fresno region have primarily been used by transit dependent patrons (non-drivers, low income, elderly and disabled persons). However, the environmental and resource constraints confronting the Fresno area in the twenty-first century now necessitate a dramatic refocusing of attention upon expanding the attractiveness of public transportation alternatives for those who have typically chosen to travel by private automobile. Public transportation must once again be a major factor in meeting the city's growing transportation needs generated by population increases and economic development while addressing quality of life factors such as reduced traffic congestion and improved air quality. This will include thorough consideration and aggressive pursuit of alternative transportation modes, including fixed guideway systems such as monorail and people mover systems.

3. Transportation/Transit Systems. The major provider of public transportation within the Fresno metropolitan area is the Fresno Area Express (FAX). As a department of the City of Fresno, FAX provides both scheduled fixed-route service and paratransit demand-responsive service. Other public ground transportation providers include Amtrak, Greyhound Bus Lines, the Fresno County Rural Transit Agency, the Fresno County Economic Opportunities Commission, and numerous private taxi services. The City of Clovis operates both a fixed-route and demand-responsive service.

While legal mandates require that all reasonable efforts be made to meet the transit needs of the transit dependent segments of the population (low income, elderly and disabled patrons) attention must also be focused upon providing a reliable alternative to the private automobile. These strategies may include devoting street capacity to high frequency bus service on select routes as a precursor to fixed guideway systems and as secondary routes supporting these systems.

4. Transportation/Airport Facilities. Fresno Yosemite International Airport (FYI), Fresno-Chandler Downtown Airport (FCH), and Sierra Sky Park (SSP) are the public use airport facilities located in the metropolitan area, providing different levels of service to the traveling public and business interests of the San Joaquin Valley.

Fresno Yosemite International (FYI). FYI is owned by the city and operated by the Department of Airports. It occupies approximately 2,150 acres six miles northeast of the downtown and is central California's largest commercial service airport. FYI is host to numerous corporate and general aviation activities including the California Highway Patrol, firefighting aircraft used by the U.S. Forest Service and the California Department of Forestry, and headquarters of the 144th Fighter Wing for the California Air National Guard. FYI is served by certified air carriers, commuter passenger airlines, and commuter air freight carriers. It has been estimated that there is a \$250 million dollar economic impact from these airport activities on the local economy.

Fresno has in the past lost a significant amount of passenger jet service to primary markets; simultaneously, there has been substantial growth in smaller jet and turbo-prop commuter services to several major hubs. Significant progress has been made in increasing affordable jet service to and from Fresno thereby attracting the traveling public to FYI, reducing the number of drive-away travelers and encouraging tourist traffic to use FYI as a hub to nearby Yosemite and Sequoia/Kings Canyon National Parks. A major expansion of the air terminal facilities began in the year 2000 to substantially increase passenger capacity and convenience. Further airport master planning will occur through 2004 to define appropriate expansion of aircraft operations capabilities including runway lengthening and air cargo handling centers.

Fresno Chandler Downtown Airport (FCH). The FCH opened in 1929 and is owned and operated by the City of Fresno. The airport presently occupies an area of 200 acres approximately one mile west of downtown Fresno and is within the Edison Community Plan Area. During the first 19 years of operation, FCH served as the air carrier facility for the Fresno area. Passenger airline service was transferred to the Fresno Yosemite International Airport in 1948 while FCH continued to serve small and medium sized private and corporate aircraft. Because of increased commercial and corporate activities at the FYI, FCH is designated as a reliever airport and is presently configured to handle approximately 200 based aircraft. Runway and other operational improvements are being implemented as identified by the Fresno Chandler/Downtown Airport Master Plan (updated 1999) to support aircraft activity while improving land use compatibility with the surrounding community.

Sierra Sky Park Airport (SSP). Sierra Sky Park is a public use airport located approximately ten miles northwest of downtown Fresno. The airport is privately owned and funded. The airport was established in 1946 in conjunction with a surrounding residential and commercial development as a "fly-in" subdivision - the first in the United States. It is classified as a Basic Utility Stage 1 Airport. The runway is paved and has lights for night operations. There are approximately 60 aircraft based within the surrounding residences, and an additional 21 tie-downs have recently been added to the airport itself.

5. Transportation/Bikeways. The 1984 Fresno General Plan identified a system of bicycle routes along major streets and advocated bikeway facilities within all major streets in newly developing areas. The bicycle routes acknowledged the growing desire to accommodate bicycle travel both as a recreational activity, and as a viable alternative to the automobile. Subsequent adoption of revised public works street standards has resulted in the systematic development of bikeways facilities within the growth areas. Progress has also been made in efforts to retrofit existing major streets with bikeway facilities. It is the objective of this plan to provide a complete, continuous and easily accessible bikeways system that will allow an increasing number of these trips to be made by bicycle.

In order to provide a continuous and well-integrated bikeway system linking open spaces and major public uses, the general plan directs the implementation of bikeways along all newly constructed major streets. These bikeways are to be implemented primarily as dedicated bike lanes (minimum five-foot width) along the outside edges of the street pavement. Efforts will also continue to establish bikeways along existing major streets which may necessitate the prohibition of on-street parking in order to accommodate bike lanes. Selection and implementation of alternative parallel

bike routes utilizing local streets is also advocated for existing neighborhoods to provide a pervasive bikeway system while accommodating needs for on-street parking.

The following kinds of bicycle facilities are included:

- Bikepaths have their own right-of-way and are developed exclusively for bicycle travel and are entirely separate from streets and highways.
- Bike lanes are an on-street bikeway in which separate automobile and bicycle travel lanes are designated visually by signs and street markings.
- Bike routes are a system of streets with signs denoting them as a bike route, warning motorists to anticipate bicycles on these streets and to indicate to bicyclists a desirable routing because of low traffic volumes or connection to activity centers.

6. Transportation/Trails. Fresno has a large urbanized area. Demographic data show that Fresno also has a high population of children and youths below driving age, and this population trend is likely to continue into the future. Furthermore, regional air quality problems indicate that the city should promote alternate modes of transportation. These factors all point to the need for a comprehensive alternative transportation network, to foster non-motorized travel. A system of multi-purpose trails, linking residential areas with more intense activity areas of the city, is proposed as one method to meet recreational and alternative transportation needs (see Exhibit 9).

The general plan, based on the city's Master Multi-Purpose Trails Manual, outlines Fresno's planned network of trails, many of which are proposed for multi-purpose use: pedestrian, bicycle, and equestrian use. Trail rights-of-way are designed to utilize existing linear features of the landscape: riparian areas and irrigation canal banks; rail lines which would be abandoned or would have conjunctive rail and trail use; and major streets where additional right-of-way width could provide roadside trail alignments. The planned trail network will provide access, where appropriate, to open space and recreation features such as the San Joaquin River bottom and the Fancher Creek environs.

7. Sewer. The City of Fresno is the designated Regional Sewering Agency for the Fresno-Clovis Metropolitan Area. Sewer service to most county areas is provided in accordance with a Joint Powers Agreement between the City and Fresno County. The City of Clovis is a capacity owner in trunk sewers and treatment capacity at the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility. Other sewer districts in operation are the Pinedale Public Utility District and Pinedale County Water District which maintain their collection sewer lines and discharge the effluent into the City of Fresno collection system. The Malaga County Water District maintains its own wastewater treatment facility in south Fresno.

Age and condition of sewer pipelines vary significantly throughout the metropolitan area. Some sewers date back to late 1890. Many of the larger diameter sewers are constructed of concrete and are showing evidence of significant corrosion due to high sulfide levels. In contrast, a large percentage of the city's sewer lines were constructed of vitrified clay and are not susceptible to sulfide attack. New sewer lines are predominately constructed of polyvinyl chloride (PVC) and also not susceptible to sulfide attack.

Continuous sewer line maintenance is necessary to prevent blockages due to tree root intrusion and grease buildup particularly in the smaller diameter lines.

Installation and use of on-site disposal systems is discouraged. On-site disposal may be permitted for some properties, such as agricultural production facilities on the urban fringe, which do not yet have public sewer available. Fresno has administered a Mandatory Sewering Ordinance since 1968 which requires discontinued use of on-site disposal and connection to the Regional Sewer System when it becomes available. Fresno County also administers a similar Mandatory Sewering Ordinance.

The Cities of Fresno and Clovis share jointly in the treatment capacity of the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility (RWTRF). Fresno is the lead agency for the operation, maintenance, and long-term planning for the facility. The wastewater treatment plant has been expanded and rehabilitated several times over the past 40 years to meet discharge requirements and accommodate growth in the metropolitan area. The treatment capacity was expanded in 1998 to 80 million gallons per day (MGD) average flow with equipment redundancy to accommodate maintenance schedules or equipment failures. Assuming a design factor for treatment plant purposes of 130 gallons per capita per day, a base treatment capacity of 103 MGD would be necessary to serve the anticipated 790,000 metropolitan area population for the year 2025.

While the RWTRF facility located southwest of the Fresno Metropolitan Area is the regional treatment and reclamation facility, alternatives for future capacity include sub-regional facilities located in the eastern portion of the proposed Clovis growth area and one or both of the North and Southeast Growth Areas presented by the 2025 Fresno General Plan.

The RWTRF engages in a proactive pretreatment program with commercial and industrial users to control flow and loadings while meeting all CVRWQCB requirements. The program is intended to:

- Control flow and loadings to the RWTRF.
- Protect the system from illegal or costly discharges.
- Appropriately place cost of treatment to the contributing user.

8. Water. Fresno's water facilities are characterized by a pattern of groundwater wells pumping water into a city-wide distribution pipe system. Historically, the system has been developed incrementally. As a consequence, as additional development occurred, local wells were drilled to satisfy the associated water demand. Until recently, the system has been reliable, flexible, easily implemented, and inexpensive to operate.

Fresno's economic and environmental future depends on implementing a reliable long-range water supply plan. To that end, the Fresno Department of Public Utilities has completed and the City Council has adopted a Fresno Metropolitan Water Resource Management Plan (MWRMP) that identifies strategies to establish economically and environmentally sound options for the provision of safe, adequate, and dependable water supplies to meet the Fresno metropolitan area's long term needs (year 2050). These strategies include water conservation, sustainable use of groundwater

while protecting the aquifer from further degradation, and direct use of treated surface water supplies. Implementation efforts include expanded groundwater recharge activity, construction of a surface water treatment facility and development of an enhanced water distribution system that can be implemented over time as determined appropriate.

In recent years, changing drinking water standards and migrating groundwater contaminants have seriously impacted the reliability and cost of operating this system. When a well is removed for any reason, water must flow into the area from surrounding wells. The limited size of distribution pipelines often results in decreased water pressure in the affected area. Surrounding wells would also be pumping more water to make up for the off-line well, sometimes resulting in lower pressures in adjacent areas.

Project specific engineering design and environmental review will be necessary for projects identified by the management plan. The following new or modified major facility elements and operational changes were identified as necessary to assure a safe, reliable and economic water supply system:

- Importation and treatment of surface water to serve a portion of the Fresno metropolitan area. (If implemented as proposed, the MWRMP would result in approximately 15 percent of the water supply coming from treated surface water in the year 2010.)
- Distribution system enhancements to allow for regional movement of water supply. Construction of additional storage facilities to cost-effectively meet peak demands. Development of a plume management system to protect groundwater from further contaminant degradation. Additional wellhead treatment facilities to support plume management and recover lost water supply.
- Development of a contamination plume management system to protect groundwater from further degradation. Additional wellhead treatment facilities to support plume management and recover lost water supply.

9. Drainage/Flood Control. The Fresno Metropolitan Flood Control District (FMFCD) is responsible for flood control and storm water planning and management. The "District Services Plan" presents comprehensive policies and implementation actions for flood control, rural streams management, local storm water drainage, storm water quality management, water conservation, recreation, and related wildlife management.

Ultimate policy coordination between the district and the cities and county occurs through the inclusion of the Storm Drainage and Flood Control Master Plan prepared by the district as a specific element within the general plan of each agency. The Storm Drainage and Flood Control Master Plan identifies urban and rural drainage area boundaries, computes runoff flows based on planned land use, identifies facility size and location, establishes street grades necessary to accomplish drainage of the runoff from the point of origin to the nearest collector facility, identifies natural channels requiring preservation. It also provides calculation of minimum channel capacities and identifies necessary control structures. Further urban development within the planned urban area of the 1983 Joint Resolution on Metropolitan Planning and the additional urban area will necessitate the amendment of the district's boundaries and updating its master plan.

The district has the responsibility to review all land use proposals for drainage and flood control needs or impacts. This includes an evaluation of the proximity of development to floodplains, the need for the application of floodplain management requirements, the acceptability of proposed floodplain modifications, compliance with and implementation of the Storm Drainage and Flood Control Master Plan and identification of storm water quality best management practices.

10. Police Services. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The provision of these services is supplemented by the Investigative Services Division, which investigates cases involving crimes against persons and against property, conducts intelligence information, and is actively involved in vice/narcotics control and enforcement.

In addition to these enforcement-related services, the Police Department also provides extensive crime prevention assistance, including residence and business security inspections, neighborhood and business watch group formation, and public presentations. The Fresno County Sheriff's Department provides similar law enforcement and crime prevention services to the unincorporated portions of the metropolitan area.

11. Fire Services. The City of Fresno Fire Department offers a full range of fire prevention, fire suppression, and emergency medical care services within the city limits. Fire prevention services are provided to all commercial, industrial, and various residential establishments by routine inspections each year, depending upon the occupancy type. Adoption of an ordinance requiring installation of automatic fire sprinklers in all new large buildings, except dwellings and lodging houses, has substantially reduced fire risk factors, thereby reducing overall costs to the city's fire protection services budget.

Fire protection is provided from 16 city fire department stations (at the time of plan adoption) located throughout the city. Other fire station sites have been purchased or planned to ensure that the established level of fire protection is maintained as growth occurs. One or more additional fire stations will be necessary to serve the Southeast Growth Area. Under guidelines established by the city's UGM Policy, the permanent service area of fire stations, for urban development, has been set at a two-mile "running" distance. On an interim basis, until new stations can be constructed, the "running" distance from an existing fire station may be extended to three miles to allow the development of standard residential developments.

The city has instant aid agreements with surrounding agencies and districts whereby the nearest fire station responds to an emergency regardless of the jurisdiction within which it is located. These agreements, plus the city's own resources, provide a high quality of fire suppression and emergency medical care services.

Emergency medical service is provided to all city residents by the Fire Department. This service does not, however, provide emergency transport which is provided by private carriers. Criteria for the delivery of emergency medical service is established by Fresno County in consultation with the medical community.

12. Schools. The Fresno metropolitan area is served by several school districts (four unified districts, one high school district and four elementary school districts). The sizes of these districts range from one of the state's largest (approximately 80,000 students) to an elementary school district with one school campus (325 students). The Fresno Unified, Central Unified, Sanger Unified, and Clovis Unified School Districts serve the major residential portions of the planning area. Fowler Unified School District, Washington Colony and Washington Union High, West Fresno Elementary, West Park and Orange Center School Districts serve smaller portions of the metropolitan area.

The general plan states the intention of the city to cooperate with school districts and support their efforts to establish sufficient school facility sites. The school site location and service area criteria of each district will be incorporated into the city's plans and policies, to the extent feasible. Schools also serve as a focal point of community identity and activity. Therefore, school location preferences are determined not only by State Educational Code location standards and each individual school district's priorities, but also by community planning considerations. These include compatibility with surrounding land uses, safe and convenient access, availability of appropriate public facilities and services, and limited exposure to excessive noise, traffic, or safety conflicts.

In recent years several factors such as substantial population growth, changing demographic characteristics and funding constraints, have resulted in an increasing demand for school facility capacity in both newly developing and established urban areas. School districts have had difficulty adequately funding the school facility maintenance, modernization and building programs necessary to serve growing student populations particularly with the two-thirds voter majority required by state constitutional amendment to bond financing measures. More recently state law has provided specific guidelines and statutory authority for the adoption of development impact fees to partially finance school construction. In addition, flexibility has been provided to allow districts to select bond measure financing that reduces the majority approval to 55 percent of the participating voters.

13. Solid Waste and Community Sanitation. This issue topic proposes policies to address the land use compatibility, public sanitation, and aesthetic impacts associated with the city's solid waste management and community sanitation practices. The following objectives and policies are intended to ensure a consistent citywide level of service for refuse collection, neighborhood cleanup, sanitation enforcement, and recycling programs that will provide an acceptable standard of health, safety, and appearance.

Relationship to General Plan Goals

The Public Facilities Element formulates a number of objectives, policies, and implementation actions to strengthen the installation and maintenance of public facilities. It promotes many of the community goals established by the general plan and has particular relevance to the following:

- Goal 1. Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.
- Goal 3. Preserve and revitalize neighborhoods, the downtown, and historical resources.

- Goal 6. Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.
- Goal 7. Manage growth to balance Fresno's urban form while providing an adequate public service delivery system, which is fairly and equitably financed.
- Goal 14. Protect and improve public health and safety.

Transportation/Streets and Highways

E-1. OBJECTIVE: Provide a complete and continuous streets and highways system throughout the Fresno metropolitan area that is safe for vehicle users, bicyclists, and pedestrians and that provides efficient movement of people and goods consistent with the goals and objectives of this plan.

E-1-a. Policy: Implement the following classified street system in accordance with adopted engineering design standards and the 2025 Fresno General Plan Land Use and Circulation Map (Exhibit 4) and the Transportation (Streets and Highways) Element Map (Exhibit 7) adopted and incorporated herein depicting the location and general alignment of streets and highways.

Freeway: Multiple-lane divided roadways servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections.

Expressway: Four- to six-lane divided roadways primarily servicing through and crosstown traffic, with no direct access to abutting property and at-grade intersections located at approximately half-mile intervals.

Superarterial: Four- to six-lane divided roadways with a primary purpose of moving traffic to and from major traffic generators and between community plan areas. A select number of access points to adjacent properties or local streets between the major street intersections may be approved by the City of Fresno. Access will typically be limited to right-turn entrance and exit vehicular movements. Special circumstances, as determined by the City of Fresno, may justify a median island opening between intersections which allow left-turn movement from the superarterial street to an adjoining property or local street.

Arterial: Four- to six-lane divided roadways, with somewhat limited access to abutting properties, and with the primary purpose of moving traffic within and between community plan areas and to and from freeways and expressways. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from the arterial streets, subject to approval by the City of Fresno.

Collector: Two- to four-lane undivided roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties.

Local: Two- to three-lane public or private roadways designed to provide direct access to properties while discouraging through traffic between major streets. Local streets are typically not planned by the 2025 Fresno General Plan Land Use and Circulation Map and the Transportation Element (Streets and Highways) Map but existing local streets may be shown for informational purposes on this exhibit.

E-1-b. Policy: Review local and regional transportation plans and capital improvement plans to ensure that only projects consistent with this plan are being proposed and funded.

E-1-c. Policy: Give the highest priority to street and highway improvements that will not jeopardize or negatively impact neighborhoods and other sensitive land uses (such as residences, hospitals, schools, natural habitats, and open space areas). Additional considerations are as follows:

- added safety
- air quality
- maintenance of capacity and pavement integrity
- facilitation of multi-modal transportation system.
- increased efficiency

E-1-d. Policy: Participate in a cooperative and comprehensive analysis of street and highway needs within the metropolitan and regional areas through the Council of Fresno County Governments (COFCG).

E-1-e. Policy: Utilize results of the COFCG transportation modeling process to determine circulation network and capacity deficiencies resulting from land use decisions made in the general plan update process, community plan updates, and major plan amendments proposed for development projects.

E-1-f. Policy: Allow a Level of Service "D" (LOS "D") as the acceptable level of traffic congestion on major streets. LOS "D" according to the Caltrans and COFCG accepted LOS criteria, as developed by the Florida Department of Transportation, means moderate congestion at peak traffic periods; approaching unstable flow with reduced speeds, limited maneuverability, and loss of convenience; average speeds range from 9 to 17 miles per hour on arterials with stopped delays of 40 seconds or less.

E-1-g. Policy: Support the construction of the planned freeways serving the metropolitan area and advocate to Caltrans and the County Transportation Authority the city's priorities for completion of segments.

- E-1-h. Policy:** Participate in the development of freeways and other transportation corridors within the Fresno-Clovis Metropolitan Area as multi-modal transportation corridors.
- E-1-i. Policy:** Prepare and adopt a comprehensive major street circulation system plan prior to approval of urban development within the Southeast Growth Area (Appendix G) identified by the 2025 Fresno General Plan (Exhibit 4).
- E-1-j. Policy:** Provide areas for pedestrian and other non-motorized travel that enhance the safety, utilization, and efficiency of the street system. Pedestrian travel should be encouraged as a viable mode of movement throughout the metropolitan area by providing safe and convenient pedestrian facilities in new and existing urban areas and particularly within the Central Area and urban core community centers.
- E-1-k. Policy:** Pursue the funding for and development of sidewalks and bicycle lanes on all collector and arterial major streets and bike paths along all expressways.
- E-1-l. Policy:** All commercial and office development should be linked with pedestrian, bicycle, and transit facilities.
- E-1-m. Policy:** Achieve greater pedestrian accessibility to commercial uses from nearby neighborhoods.
- E-1-n. Policy:** Safe access and mobility for the physically impaired must be implemented in the design of all pedestrian facilities.
- E-1-o. Policy:** For new single-family residential subdivisions, sidewalks are required on both sides of local residential streets.
- E-1-p. Policy:** New single-family residential lots shall not be allowed to front on a major street, unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided to the property. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.
- E-2. OBJECTIVE:** Maintain a coordinated land use and circulation system that conforms to planned growth, minimizes traffic conflicts, reduces impacts on adjacent land uses, and preserves the integrity of existing neighborhoods.
- E-2-a. Policy:** Pursue the implementation of Transportation Demand Management and Transportation System Management strategies, as identified by land use and air quality policies and actions of this plan, to reduce peak hour traffic demands and supplement the capacity of the transportation system.

- E-2-b. Policy:** Minimize vehicular and vehicle-pedestrian conflicts on major streets and adjacent land uses through use of traffic design and control measures that reduce congestion and increase safety.
- E-2-c. Policy:** Control access through limitation on the number of intersections, driveways, and median island openings.
- E-2-d. Policy:** Require design measures to mitigate noise and safety concerns along major streets such as adequate building setbacks, frontage roads, landscaping and noise barriers, particularly for residential and other noise-sensitive uses.
- E-2-e. Policy:** Require the design of local streets to provide efficient circulation and allow convenient access while protecting neighborhoods from the intrusion of through traffic.
- E-2-f. Policy:** Require the completion of a comprehensive traffic impact study for all proposed plan amendments of five acres or more in size or in accordance with traffic impact study guidelines (including minimum project size) as may be established by the City of Fresno.
- E-2-g. Policy:** Condition the approval of intensive developments in a manner that will protect classified streets important for a metropolitan-wide traffic-carrying role.
- E-2-h. Policy:** Limit the number of driveway access points on all major streets to minimize traffic disruption and protect traffic flows. No development shall be approved if it will adversely affect the flow of traffic on a public street below an acceptable standard to be determined by the Public Works Director and based upon the policies noted herein.
- E-2-i. Policy:** Multiple-family residential, commercial, institutional, industrial, and office projects shall be designed such that related traffic will not route through local residential streets.
- E-2-j. Policy:** Where feasible and consistent with the goal of achieving infill development projects, medium-high density residential development, i.e., 10.37 - 18.15 units per acre, shall either have direct access to a major street or to a local street of sufficient capacity that does not pass through single-family neighborhoods prior to intersecting a major street, and that will not prevent the completion of a previously committed or needed local street circulation system. This policy shall not apply to housing units within planned development projects as defined by Section 12-306-N-21 of the Fresno Municipal Code.
- E-2-k. Policy:** Require the design of local streets to provide efficient circulation and allow convenient access while protecting neighborhoods from the intrusion of through traffic.

- E-2-l. Policy:** Utilize the model local residential street standards in the “Livable Neighborhood Development” implementation guideline of October 2001 (prepared by Growth Alternatives Alliance for “A Landscape of Choice”) for guidance in revision of Fresno’s local residential street types to achieve overall objectives of calming traffic, promoting pedestrian use and reducing the amount of land devoted to streets.
- E-2-m. Policy:** Provide assistance in traffic planning to neighborhood residents who wish to eliminate traffic impacts through methods which spread the costs among those receiving the benefits.
- E-2-n. Policy:** Redesign older streets to redirect non-neighborhood traffic when redirection is supported by neighborhood residents.
- E-3. OBJECTIVE:** Provide for efficient fiscal management and administration of the streets and highways service delivery system.
- E-3-a. Policy:** Through the Council of Fresno County Governments (COFCG) and the state legislature, seek adequate sources of funding for the street and highway system for both improvements and maintenance.
- E-3-b. Policy:** Continue to seek and secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications and fees, or other appropriate mechanisms to be applied uniformly throughout the region.
- E-3-c. Policy:** The cost of constructing the major street system should be applied to new development consistent with state and federal laws.
- E-3-d. Policy:** Pursue the implementation of region-wide fees on new development sufficient to cover the fair share portion of that development’s impacts to the regional street and highway system that is not covered by other funding sources. Work with the Council of Fresno County Governments, transportation agencies (Caltrans) and other jurisdictions in the region to develop a method for determining:
- the regional transportation impacts of new development.
 - the street and highway system components necessary to mitigate those impacts.
 - the full lifetime costs of those street and highway system components, including construction, operation, and maintenance.
 - the costs covered by established funding sources.
- E-3-e. Policy:** Pursue Urban Growth Management (UGM) policies so that the widening and extension of major streets necessary to achieve adequate vehicular capacity is completed concurrently with the development project that requires the additional capacity.

E-3-f. Policy: Plan major street rights-of-way and alignments to protect adjacent properties from unnecessary disruption.

E-3-g. Policy: Prepare and adopt Official Plan Lines or Director Determinations for major streets to preserve right-of-way needed for future improvements.

E-4. OBJECTIVE: Preserve and provide scenic corridors by application of appropriate policies and regulations.

E-4-a. Policy: Implement measures to preserve and develop scenic or aesthetic qualities along those streets and highways designated as scenic corridors or boulevards by the adopted 2025 Fresno General Plan Land Use and Circulation Map (Exhibit 4).

E-4-b. Policy: At a minimum the following streets or highways are to be designated as “scenic corridors or boulevards,” while additional streets of neighborhood significance may be designated by community or specific plans:

Van Ness Boulevard - Weldon to Shaw
Van Ness Extension - Shaw to San Joaquin River Bluff
Kearney Boulevard - Fresno Street to Polk
Van Ness/Fulton couplet - Weldon to Divisadero
Butler Avenue - Peach to Fowler
Minnewawa Avenue - Belmont to Central Canal
Huntington Boulevard - First to Cedar
Shepherd Avenue - Friant to Willow
Audubon Drive - Blackstone to Herndon
Friant Road - Audubon to Millerton Road
Tulare Avenue - Sunnyside to Armstrong
Ashlan Avenue- Palm to Maroa

E-4-c. Policy: Preservation of street trees lining designated scenic corridors or boulevards should take precedence when private or public actions involve scenic corridors or boulevards.

E-4-d. Policy: Maintenance and replacement of specimen trees along scenic corridors or boulevards should be done with attention to the impact on the visual quality of the area.

E-4-e. Policy: Replacement shall be done with trees of the predominant type and in a comparable pattern to existing plantings if there will be no detriment to public safety.

Transportation/Rail Systems

E-5. OBJECTIVE: Promote continued growth of rail passenger and freight travel through a safe, efficient, and convenient rail system that is integrated with, rather than in conflict with, other modes of travel.

- E-5-a. Policy:** Support and advocate the relocation of the Burlington Northern/Santa Fe Railroad mainline operations over to the Union Pacific railroad tracks or other rail corridor that relocates rail operations from the center sector of the city.
- E-5-b. Policy:** Support development of a method of funding the consolidation of the Burlington Northern/Santa Fe mainline tracks over to the Union Pacific tracks or other rail corridor that relocates rails operations from the center sector of the city.
- E-5-c. Policy:** Improve existing grade separations and construct new grade separations as necessary for the smooth flow of traffic within the community.
- E-5-d. Policy:** Continue to work cooperatively with state and local agencies to provide additional grade crossing improvements as determined by the California Public Utilities Commission and the city.
- E-5-e. Policy:** Seek to close minor street at-grade crossings of railroad track mainlines unless no other access is available to the subject property.
- E-5-f. Policy:** Support the following improvements of the AMTRAK rail service to the Fresno Metropolitan Area and San Joaquin Region:
- provision of the maximum level of train service economically feasible for the San Joaquin route.
 - improvement of the AMTRAK station facilities.
 - provision of direct train service to the San Francisco/Oakland Bay Area, Sacramento, and the Los Angeles area.
- E-5-g. Policy:** Reduce the environmental impact of rail operations upon surrounding uses and improvements to the extent it is physically and economically practical.
- E-5-h. Policy:** Limit future development within the 75 dB Ldn noise contour adjacent to rail rights-of-way to uses not adversely impacted by noise.
- E-5-i. Policy:** Disallow the construction of "critical noise receivers" (e.g., hospitals, schools, rest homes) within the 60 dB Ldn noise contour adjacent to rail operations.
- E-5-j. Policy:** Require appropriate noise mitigation measures for noise sensitive land uses in the vicinity of the railroad 60 dB Ldn noise contour.
- E-6. OBJECTIVE:** Preserve all existing rail lines and railroad alignments to provide for existing and future transportation uses including but not limited to freight and passenger rail, commuter rail and other local public transportation modes, private vehicle, and nonmotorized means of travel.

- E-6-a. Policy:** Intermodal shipment should be addressed and maintained, where appropriate, for those enterprises affected by abandonment of rail services.
- E-6-b. Policy:** When rail lines or alignments are proposed to be abandoned, consideration should be given to other transportation uses of the line or alignment; and, all available and financially practical means available should be pursued to preserve these facilities and rights-of-ways for alternative transportation uses.
- E-6-c. Policy:** Exercise all financially practical means available (negotiated agreement, public information, inter-governmental cooperation, legal challenge et al.) to gain the time and resources necessary to preserve rail lines and alignments proposed for abandonment before the land is sold to other entities or agencies that would prevent alternative transportation uses.
- E-6-d. Policy:** Develop funding sources so that rail lines proposed for abandonment may be purchased and preserved for future purposes.

Transportation/Transit Systems

- E-7. OBJECTIVE:** Serve future population concentrations with feasible alternative transportation modes which are efficient, safe, and minimize adverse environmental impacts.
- E-7-a. Policy:** Work to have the Fresno County Council of Governments initiate a detailed feasibility study of the incorporation of light rail transit service in major transportation corridors, freeway and railroad alignments, and in the Freeway 41 mid-rise/high-rise corridor.
- E-7-b. Policy:** Include the potential for future light rail systems within all freeway corridors.
- E-7-c. Policy:** Pursuant to Resolution of the City Council of December 18, 2001, support the planning and construction of a High Speed Rail Transit System in the San Joaquin Valley, utilizing the Union Pacific Railroad alignment, which would directly connect the major population centers within the valley and including a station stop in downtown Fresno.
- E-7-d. Policy:** Support the development of a multimodal transportation terminal facility in, or in close proximity to, the Central Area.
- E-8. OBJECTIVE:** Provide public transportation opportunities to the maximum number of people in the service area.
- E-8-a. Policy:** Provide a transit system that meets the public transportation needs of the service area.

E-8-b. Policy: Plan and develop the major street network to facilitate efficient direct transit routing that provides one-half mile coverage throughout the metropolitan area. Circuitous streets are more difficult for public transit to efficiently serve than consistently spaced linear or semi-grid patterns for arterial and collector streets.

E-8-c. Policy: Pedestrian circulation, site access, and transit access shall be considered as important criteria for site and community development.

E-8-d. Policy: Retail and office buildings shall be located near arterial and major collector streets served by public transit.

E-8-e. Policy: New residential developments (including planned unit developments with gated access or private streets and development with perimeter sound walls or other barriers) should provide safe, convenient pedestrian walkways that directly link residences and internal streets to transportation routes and transit stops as well as to nearby major activity destinations such as shopping centers, schools, and parks.

E-8-f. Policy: Provide transit services that serve the elderly and physically impaired.

- Fresno Area Express (FAX) will operate or purchase paratransit service necessary to meet the requirements of the Americans with Disabilities Act of 1990.
- FAX will continue to work with the elderly and physically impaired patrons and agencies representing these individuals in order to ensure appropriate accessible facilities are provided wherever operationally and financially feasible.
- Evaluate and ensure proposed development projects are accessible to public transit services by individuals with mobility impairments.

E-9. OBJECTIVE: Provide quality, convenient, and reliable public transportation service through an efficient and effective public transportation system.

E-9-a. Policy: Promote and support the implementation of the principal transit corridor and transit corridor/route network as shown in Exhibit 8.

E-9-b. Policy: Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the reasonable transit needs of patrons.

E-9-c. Policy: FAX will review service productivity indicators and make necessary and appropriate service adjustment when operationally and financially feasible. A complete list of FAX service standards and productivity indicators is presented in the Short-Range Transit Plan for the Fresno/Clovis Urbanized Area.

- E-9-d. Policy:** FAX will participate in the Council of Fresno County Governments' annual unmet needs hearing process to identify and resolve all unmet transit needs which are reasonable to meet.
- E-9-e. Policy:** FAX will perform market analysis and target service improvements to those areas and populations with unmet transit needs and sufficient demand to support public transit service in order to maximize public transportation patronage.
- E-9-f. Policy:** FAX will continue to develop and pursue public education programs and activities that encourage the use of public transit.
- E-9-g. Policy:** Public transportation should be cost effective and beneficial.
- E-9-h. Policy:** Support and participate in the provision of an integrated multimodal transportation system.
- E-9-i. Policy:** Support implementation of a multimodal transportation system management program to provide safe and efficient intermodal connections and provide the maximum feasible access to multiple modes of transportation throughout the metropolitan area.
- E-9-j. Policy:** Coordinate service to facilitate multimodal and intersystem transfer.
- E-9-k. Policy:** Locate and design transportation system improvements to promote the coordination and continuity of all transportation modes and facilities, including park and ride facilities at major activity areas such as the Woodward Park Business Center at Friant Road and Freeway 41.
- E-9-l. Policy:** Coordinate public transportation policies with land use and air quality policies such that transit system investments are complementary to land use and air quality policies.
- E-9-m. Policy:** Encourage mixed use intensive cluster-type development where consistent with general plan goals and policies.
- E-9-n. Policy:** Identify the location of current and future residential and employment concentrations and activity centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses.
- E-9-o. Policy:** All new transit significant activity centers should be located immediately along designated principal transit corridors and transit corridors as identified by Exhibit 8. Other transit significant projects should be located immediately along these corridors or along existing or programmed bus routes.

- E-9-p. Policy:** Encourage the conversion of auto-oriented development located along principal transit corridors and transit corridors to transit oriented land uses. Auto-oriented land uses like used car lots, car washes, gas stations, "big box" retail outlets, auto repair businesses, furniture stores, et cetera, should be encouraged to locate in auto-oriented strip development corridors.
- E-9-q. Policy:** Discourage leapfrog development and encourage coordinated corridor development. Leapfrog development is very costly to serve with public transit and other public services.
- E-9-r. Policy:** Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Refer all projects that have residential or employment densities suitable for transit services, locations along existing or planned transit corridors, or that otherwise have the potential for transit orientation, for review by FAX and consider FAX comments into development analysis.
- E-9-s. Policy:** Promote the development of the Central Area as the region's principal employment center and public transportation hub.
- E-9-t. Policy:** Coordinate with city, county, and regional agencies to promote efficient transportation policies. Continue to work with the Council of Fresno County Governments, Caltrans, Madera County, and other jurisdictions to encourage regional land use and transportation policies.
- E-9-u. Policy:** Review local and regional transportation plans and capital improvement plans to ensure that only projects consistent with this element are being proposed and funded.
- E-9-v. Policy:** Support continued state and federal legislation that creates incentives that reduce dependency and encourage the use of alternatives to the single occupant vehicle without compromising travel mobility.
- E-9-w. Policy:** Within five years of the general plan's adoption, with region-wide multiple-agency coordination and financial participation, consider the feasibility of initiating a Major Investment Study (MIS) to evaluate potential corridors and technologies for high capacity fixed and/or automated guideway transit systems such as a monorail or people mover system.
- E-9-x. Policy:** Evaluate a modification to the city code that would provide for a maximum number of parking spaces allowed rather than a minimum number of parking spaces required, and consider developing a schedule for gradually reducing the maximum number of parking spaces allowed on transit corridors where transit is a viable alternative.

- E-9-y. Policy:** Support the implementation of transportation control measures in order to meet the performance standards of the California Clean Air Act.
- E-9-z. Policy:** Identify and support the implementation of measures that will encourage, assist, or require the expanded use of telecommuting and other telecommunications technologies to reduce congestion, energy use, and air emissions (i.e., work at home, dispersed telecommute work centers, teleconferencing).
- E-9-aa. Policy:** Support the proposed California High Speed Rail corridor in the vicinity of the Union Pacific Railroad corridor connecting Los Angeles and the San Francisco Bay Area.
- E-9-bb. Policy:** Local jurisdictions should jointly consider developing a method for determining the impacts of new development on the public transit system and should consider assessing a fee on new development sufficient to cover the fair share portion of that development's impacts to the public transportation system that is not covered by other funding sources.
- E-9-cc. Policy:** Bus bay turnouts and site improvements (including improvements associated with bus stop accessibility for the physically impaired such as curb cuts for wheelchair access) should be required where development occurs along established or proposed transit routes. The costs associated with these improvements should be paid by the site developer. Bus bay development standards and stop accessibility standards are contained in the Fresno Area Express Transit Facilities Development Standards document.

Transportation/Airport Facilities

- E-10. OBJECTIVE:** Operate Fresno's municipal airport facilities to meet present and anticipated demands in a manner that enhances safety to the public, minimizes the adverse effects of aircraft operations on people, and promotes the economic health of the community.
- E-10-a. Policy:** Pursue appropriate funding sources and capital improvement budget enhancements that will:
- provide a modern, safe, and efficient municipal terminal facility and improve quality of air service.
 - upgrade terminal facilities to integrate Americans with Disabilities Act (ADA) enhancements and refurbish the concourse area.
 - implement terminal expansion plans to create additional counter space, airline offices, and improve baggage handling areas.
 - utilize passenger facility charges as the principle means of financing the terminal expansion. Passenger facilities charges allow for an enplanement user fee to finance most capital improvements identified in the terminal master plan.

E-10-b. Policy: Obtain and install a Category II Instrument Landing System (CAT II ILS). Actively solicit city, state, and federal support for the acquisition of a CAT II ILS from the Federal Aviation Administration.

E-11. OBJECTIVE: Improve the quality of air carrier service to and from Fresno Yosemite International Airport (FYI).

E-11-a. Policy: Work with established carriers and new carriers in an attempt to increase affordable jet service to and from Fresno.

E-11-b. Policy: Create a marketing plan to attract the traveling public to the FYI to reduce the number of drive-away travelers and to encourage the tourist traffic to use the FYI as a hub to Yosemite and Sequoia/Kings Canyon National Parks.

E-11-c. Policy: Continually solicit new carriers and seek expanded service from current air carriers.

E-11-d. Policy: Continue to meet with foreign and domestic air carriers to include international service.

E-12. OBJECTIVE: Develop airport properties as outlined in the applicable airport and environs master plans to encourage economic growth.

E-12-a. Policy: Allow for the orderly expansion of the Fresno Yosemite International and Chandler Downtown airports as envisioned by their airport and environs master plans.

E-12-b. Policy: Ensure necessary aviation support services are provided while promoting a competitive environment through appropriate land use policies.

E-12-c. Policy: Utilize the Fresno Air Terminal Redevelopment Area (FATRA) Plan (1988) and the Fresno Air Terminal Redevelopment Project Implementation Plan (1994) as the basis for short- and long-term development of what had been known as Hammer Army Airfield.

E-12-d. Policy: Ensure that environmental remediation activities are conducted with the active participation of previous land owners and tenants.

- Provide continued support of the remediation program currently underway.
- Allocate all assets necessary to meet California Environmental Quality Act (CEQA) and California Environmental Protection Agency (CalEPA) standards.

E-12-e. Policy: Remove all unserviceable and obsolete structures within the Fresno Air Terminal Redevelopment Area (FATRA) in a timely fashion by prioritizing and setting a demolition schedule.

- Reconfigure property parcels for development.
- Redesign roadways, gutters, sewer and water lines, street light installation, and landscape the property.
- Actively solicit cargo and corporate flight activities for the north ramp following construction of the Shields/Peach Connector.

Transportation/Bikeways

E-13. OBJECTIVE: To establish and maintain a continuous and easily accessible bikeway system throughout the metropolitan area that will facilitate bicycling as both a viable transportation alternative and a recreational activity.

E-13-a. Policy: Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.

E-13-b. Policy: Require major traffic generating uses (major shopping centers, office complexes, public service facilities, et al.) to design on-site parking and circulation areas to facilitate bicycle travel.

E-13-c. Policy: Wherever possible, provide linkages between bikeways, the city's multi-purpose trails, and other regional networks such as the San Joaquin River Trail (see Exhibit 9).

E-13-d. Policy: Prepare and implement a more specific bikeway plan and implementation program for the established urban area where deficient major street right-of-way widths have deterred bikeway development.

E-13-e. Policy: Develop bikeways that are continuous and provide linkages to other bicycle facilities. Give priority to bikeway components that link existing separated sections of the system or that serve the highest concentration of cyclists and destination areas of highest demand.

E-14. OBJECTIVE: Encourage increased bicycle usage by providing the most safe and secure bicycle facilities feasible, and by promoting traffic safety awareness by both bicyclists and motorists.

E-14-a. Policy: Require that development projects adjacent to a designated bikeway provide adequate right-of-way and construct necessary improvements to implement the planned bikeway system. Construction of new major streets or reconstruction of existing major streets shall also provide for the planned bikeway system to the extent feasible. Where inadequate right-of-way is available within established areas alternative bikeway alignments or routes shall be pursued consistent with Policy E-13-d.

- E-14-b. Policy:** Provide not less than ten feet of street width (five feet for each travel direction) to implement bikelanes for designated bikeways along major streets (as provided by adopted City of Fresno Public Works Standards) except as determined in accordance with Policies E-14-a. and E-13-d. Provide adequate easement and improvements to implement separate bikepaths where designated by an adopted community plan, specific plan, or other general plan element.
- E-14-c. Policy:** Develop a visually clear, simple, and consistent bicycle system with clearly defined areas, boundaries, and standard signs and markings as designated by the State of California Highway Design Manual/Chapter 1000/Bikeway Planning and Design.
- E-14-d. Policy:** Cooperate with other public agencies (school districts, County of Fresno, San Joaquin Valley Unified Air Pollution Control District, Regional Transportation Planning Agency, et al.) to fund and develop an expanded program of education on the “rules of the road” and rights for cyclists and motorists, both through mass media and through school and private efforts.
- E-14-e. Policy:** Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris.
- E-14-f. Policy:** Initiate a program to install safe drainage grates along designated bikeways.
- E-14-g. Policy:** Provide adequate route lighting.
- E-14-h. Policy:** Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities.
- E-14-i. Policy:** Continue to provide bike racks or space for bicycles on Fresno Area Express buses.
- E-14-j. Policy:** Continue to monitor and evaluate the effectiveness of bikeway facilities and implement measures as appropriate to enhance usage, safety, and efficiency.
- E-14-k. Policy:** Facilitate the linkages between bikeways and other modes of transportation.

Transportation/Trails

E-15. OBJECTIVE: Establish a network of pedestrian, bicycle, and where appropriate, equestrian trails to serve residential areas and to link residential areas with activity centers such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment, in order to enhance the community's recreational and alternative transportation opportunities and to provide visual and physical amenities.

E-15-a. Policy: Develop multi-purpose trail corridors as shown on Exhibit 9 by employing appropriate linear rights-of-way along existing features such as riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights-of-way, and major street corridors.

E-15-b. Policy: Designate and design trails in accordance with design standards (considering guidelines in the 1990 Master Multi-Purpose Trails Manual), which give consideration to all trail users and which provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.

- Trail improvements and characteristics (accessibility, continuity, width and location, surface treatment, et al.) within the Fancher Creek water conveyance and riparian corridor, and other alignments which are immediately adjacent to existing or planned residential properties, shall be determined by the city council after providing appropriate public participation opportunities including at least one noticed public hearing.

E-15-c. Policy: Provide for needed facilities along trails such as staging areas, lighting, benches, bathrooms, and drinking fountains, where appropriate.

E-15-d. Policy: Ensure that potential trail corridors will generally be accessible to all members of the community, including young children, the physically impaired and the elderly. Exceptions may be made where existing physical features or conditions warrant maintaining more natural grades, alignments and unpaved surfaces.

E-15-e. Policy: Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks, jogging paths, paved and all-terrain bicycle paths, through-block passageways, and hiking trails. Where designated multi-purpose trail routes are contiguous to designated bike lanes, allow for flexibility in trail design so that bike lanes may be substituted for multi-purpose bike paths where it is safe and appropriate to do so.

- E-15-f. Policy:** Locate equestrian trails in the vicinity of riding stables and other equestrian facilities, and design these trails to include staging areas. Provide for appropriately spaced watering areas along each equestrian trail.
- E-15-g. Policy:** Work with the City of Clovis, the Fresno Irrigation District, Caltrans, and California State University Fresno to plan and develop an equestrian trail connecting the university to the San Joaquin riverbottom.
- E-15-h. Policy:** Provide for an equestrian trail system free from conflict with bicycles and vehicular traffic, and ensure that equestrian trails are compatible with pedestrian rights-of-way.
- E-15-i. Policy:** Equestrian trails shall be developed to minimum widths of 12 feet with a 9-foot clearance above ground and shall be constructed of a suitable composite surface.
- E-15-j. Policy:** Wherever possible, provide linkages between bikeways, the city's multi-purpose trails, and other regional trail networks such as the San Joaquin River environs trail system and the Fancher Creek water conveyance and riparian corridor.
- E-15-k. Policy:** Develop usable, safe trails that provide access and utility for hikers, runners, cyclists, and where appropriate, for equestrian users.
- E-15-l. Policy:** Establish trail routes which promote usage by providing a safe and aesthetically pleasing environment and which avoid incompatible uses wherever possible.
- Particular consideration shall be given to compatibility of trail alignments which are not parallel to or readily visible from adjacent public streets.
- E-15-m. Policy:** Utilize landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, chain link, wrought-iron, or square-tube fencing) to screen trail rights-of-way from sensitive private property and to separate trails from dangerous sites and attractive nuisances such as irrigation canals, surface mining operations, and drainage facilities.
- E-15-n. Policy:** Limit driveway crossings of multi-purpose trails to not more than two per block (a typical block length is 660 feet), except where it is determined that there is no better feasible alternative.
- E-15-o. Policy:** Avoid trail alignments that will involve private ownership of sections of public trail right-of-way. If necessary, use the Director Determination process to adjust planned trail rights-of-way to avoid these situations by realigning trails along more visible, publicly owned routes.

- E-15-p. Policy:** Initiate efforts (in cooperation with Fresno Irrigation District, railroads, and other owners of easements and rights-of-way) to identify and implement measures to prevent inappropriate vehicular access to these easements and rights-of-way.
- E-15-q. Policy:** Establish trail safety measures which ensure adequate police, fire, and paramedic services to the public and surrounding properties within the trail system.
- E-15-r. Policy:** Provide points of emergency vehicle access within the trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only.
- E-15-s. Policy:** Where appropriate, make available recreational activities adjacent to trail corridors, including environmental amenities and historic locations; and interpret those resources to the public.
- E-15-t. Policy:** As directed by Resolution of the City Council adopted on November 27, 2001, the city shall actively participate in a multi-agency planning and implementation partnership (including the County of Fresno, County of Madera, the City of Clovis, the San Joaquin River Conservancy, the Council of Fresno County Governments, the Fresno Metropolitan Flood Control District, the Fresno Irrigation District, the San Joaquin River Parkway and Conservation Trust, Coalition for Community Trails and other agencies and organizations) in order to ensure the coordinated development of the Fresno-Clovis Metropolitan Area planned trail system.
- E-15-u. Policy:** Aggressively pursue the attainment of trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, major streets, and riverbottom/bluff areas. Existing easements and rights-of-way should be offered to local agencies before being sold to private parties.
- E-15-v. Policy:** Require additional right-of-way along major streets where necessary to implement the recommended trail system.
- E-15-w. Policy:** Pursue the implementation of the master planned trails system as a requirement of property development, where appropriate, by requiring the dedication of right-of-way and/or easements which will provide safe and direct access to community and regional trails.
- E-15-x. Policy:** As a condition of tentative tract approval, require all tract maps to incorporate trail development standards and trail corridor linkages.
- E-16. OBJECTIVE:** Develop trails with minimum environmental impact.

- E-16-a. Policy:** Surface trails with materials that are conducive to maintenance and safe travel, choosing materials which blend in with the surrounding area whenever possible.
- E-16-b. Policy:** Trails should follow contour lines and be aligned where the least amount of grading (fewest cuts and fills) and least disturbance of the surrounding habitat would occur.
- E-16-c. Policy:** Beautify trail rights-of-way in a manner consistent with intended use, safety, and maintenance.
- E-16-d. Policy:** Appropriately utilize landscaping to stabilize slopes, create physical or visual barriers, and provide shaded areas. Where possible, preserve and incorporate native plant species into the landscaping.
- E-17. OBJECTIVE:** Pursue a variety of funding sources to maximize implementation and development of the city's trail system.
- E-17-a. Policy:** Aggressively seek grants (federal, state, and local) and other funding sources for trail construction and maintenance, and support the enactment of state and federal legislation that would establish or expand urban trail development funds.
- E-17-b. Policy:** For multi-purpose trails located adjacent to planned freeway routes, the City of Fresno Parks, Recreation, and Community Services Department shall aggressively pursue state and federal funding for trail improvements.
- E-17-c. Policy:** Support and assist, whenever possible, nonprofit organizations whose purpose, charter, or projects include promoting and supporting public trail construction and maintenance.
- E-17-d. Policy:** Continue to seek individual and private sector support for development and maintenance of trails.
- E-17-e. Policy:** Continue to encourage the participation of volunteers and community groups in the construction and development of trails, and for promoting use and enjoyment of the city's trail system.
- E-17-f. Policy:** Explore the establishment of an equitable citywide funding program for the development and maintenance of a complete public trail network, in order to:
- acquire right-of-way needed for trails in already-developed neighborhoods and other areas, as may be identified in community plans and specific plans.
 - reimburse developers for public trail development costs that they may incur in excess of the trail cost attributable to the impact of their development project (this will require a citywide nexus study).
 - adequately fund maintenance of the citywide trail network.

Sewer

E-18. OBJECTIVE: Ensure provision for adequate trunk sewer and collector main capacities to serve existing and planned urban development and economic diversification, including existing developed uses not presently connected to the public sewer system consistent with the Wastewater Master Plan.

E-18-a. Policy: Pursue construction of new or replacement sewer trunk facilities (such as extension of the Fowler Avenue sewer from South Maple Avenue to the Regional Wastewater Treatment and Reclamation Facility (RWTRF) and capacity enhancement of the Herndon Avenue sewer trunk), or pursue other alternatives consistent with the Wastewater Master Plan (including satellite regional wastewater treatment/reclamation facilities) where necessary to relieve the existing sewer trunks and provide additional capacity to serve planned urban intensification within established areas, planned urban growth areas and existing land uses not presently connected to the public sewer system.

E-18-b. Policy: Pursue enlargement or extension of the sewage collection system where necessary to serve planned urban development including the designated North and Southeast Growth Areas, with the capital costs and benefits allocated equitably and fairly between the existing users and new users while facilitating economic diversification. New users shall, to the extent not inconsistent with economic diversification strategies, pay for the cost of being attached to the collection system through connection fees, including the cost of any incremental burden that they may place on the entire system; and pay for their share of operational and maintenance costs in addition to any costs for extraordinary facilities such as lift stations or capacity enhancement measures.

E-18-c. Policy: Continue development and utilization of city-wide sewer flow monitoring and computerized flow modeling to determine availability of sewer collection system capacity to serve planned urban development. This information shall be considered in evaluating general plan amendment applications.

E-18-d. Policy: Determine that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of rezoning, special permits, tract maps, and parcel maps so that the capacities of existing facilities are not exceeded.

E-18-e. Policy: Ensure the health and safety of the community, and preserve the longevity and sound condition of the sewer collection system through evaluation and maintenance of the sewer infrastructure.

- Continue assessments of existing infrastructure and facilitate necessary repair to damaged and worn-out pipelines.
- Continue a sewer line replacement program and funding to repair or replace sewer lines damaged or worn beyond useful life.

- Continue routine sewer line maintenance and cleaning programs to prevent line blockages caused by root intrusion, grease buildup, and pipe failure.

E-19. OBJECTIVE: Preserve groundwater quality and ensure that the health and safety of the community is not impaired by use of private on-site disposal systems.

E-19-a. Policy: Continue to require mandatory abatement of existing septic systems and mandatory connection to the city's public sewage collection and disposal system including those areas outside the city's adopted sphere of influence where determined necessary for public health and safety reasons.

E-19-b. Policy: Discourage use of septic systems, community wastewater disposal systems or other non-regional sewage treatment and disposal systems within the Fresno Metropolitan Area and including areas located outside the city's sphere of influence if these types of wastewater treatment facilities would cause discharges that could result in groundwater degradation, or if such systems are not economically feasible.

E-20. OBJECTIVE: Ensure the provision of adequate sewage treatment and disposal by utilizing the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility as the primary facility, when economically feasible, for all existing and new development within the metropolitan area.

E-20-a. Policy: Provide increased wastewater treatment plant capacity in a timely manner to facilitate planned urban development within the facility's planned service area, and accommodate experienced increase in flows and loadings from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users while facilitating economic diversification. New users shall, to the extent not inconsistent with economic diversification strategies, pay for the cost of being attached to the treatment facility through connection fees, including the cost of any incremental burden that they may place on the entire system; and, pay for the full operational costs of extraordinary facilities such as satellite or "package" treatment plants.

E-20-b. Policy: Continue to implement cost efficient and environmentally beneficial operational and management measures to maximize plant effectiveness.

E-20-c. Policy: Pursue such projects as the power generation facility as self-reliant energy sources to operate the treatment plant when economically feasible.

E-20-d. Policy: Monitor wastewater treatment plant flows and loadings to the extent feasible and consider the wastewater treatment impacts of land use changes when evaluating general plan amendment proposals.

E-20-e. Policy: Provide an annual updating of the wastewater treatment plant flows to the city council and planning commission.

E-21. OBJECTIVE: Promote reduction in wastewater flows and develop facilities for beneficial reuse of reclaimed water and biosolids for management and distribution of treated wastewater.

E-21-a. Policy: Implement conservation and other programs and policies to reduce wastewater flows.

E-21-b. Policy: Reduce storm water infiltration to the sewer collection system, where feasible, by elimination of storm sewer cut-ins to the sanitary sewer system. Prohibit new sanitary sewer cut-ins for disposal of storm runoff, except for health and safety reasons.

E-21-c. Policy: Investigate and implement economically effective and environmentally beneficial methods of biosolids handling and disposal.

E-21-d. Policy: Continue investigation and development of on-site and off-site reclamation sites for the beneficial reuse of reclaimed water and biosolids.

E-21-e. Policy: Rehabilitate existing infiltration basins and acquire additional sites for infiltration basins as needed.

E-21-f. Policy: Ensure adequate provision of facilities for the management of wastewater from wineries and other food and beverage processing facilities.

Water

E-22. OBJECTIVE: Manage and develop the City of Fresno's water facilities to ensure a safe, economical, and reliable water supply for existing and planned urban development and economic diversification.

E-22-a. Policy: The Departments of Public Utilities and Public Works will develop and use available and innovative tools as necessary to forecast demand on water production and distribution systems by urban development, and to determine appropriate facility needs.

E-22-b. Policy: Set adequate and appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities are in place prior to occupancy.

E-22-c. Policy: The Department of Public Utilities will recommend capital improvement plans and fee schedules to meet the demands of planned development (including both intensification of established areas and new development within designated growth areas) and continue to provide adequate water quantity and quality to serve the established urban community including those communities located outside the city's adopted sphere of influence where determined that public health standards of water quality and quantity are not being met.

- E-22-d. Policy:** Continue to evaluate existing water production and distribution systems and facilitate necessary repair or enhancement of damaged or antiquated facilities.
- E-22-e. Policy:** Capital improvement costs and benefits of new or upgraded water production and distribution facilities shall be allocated equitably and fairly between existing users and new users, consistent with economic diversification strategies.
- E-22-f. Policy:** New development and connections to the city's water supply and distribution system shall pay for the cost of being attached to the water system through connection fees and for the cost that they place on the entire water system including treatment, production, distribution, recharge and conservation and/or provide for the installation of public facilities and participate in capital improvement financing programs necessary to accommodate new development, consistent with economic diversification strategies.
- E-22-g. Policy:** Continue to implement water system policies that require the provision of a potable water supply that complies with the standards of the Federal and State Safe Drinking Water Acts for consumptive use, and meets applicable standards of volume and pressure for fire suppression purposes.
- E-22-h. Policy:** Implement appropriate measures consistent with water system policies, including the removal of pump stations from active use, installation of well-head treatment facilities, construction of above-ground storage and surface water treatment facilities, and enhancement of transmission grid mains to ensure adequate water quality and quantity.
- E-22-i. Policy:** Mitigate the effects of development and capital improvement projects on the long-range water budget to ensure an adequate water supply for current and future uses.
- E-22-j. Policy:** Pursue Resource Conservation-Water Quality and Quantity policies promoting water conservation efforts, including consideration of resubmitting the residential meter retrofit program for voter consideration.
- E-22-k. Policy:** Implement the Fresno Metropolitan Water Resource Management Plan as necessary to ensure adequate water supplies are available for both short and long term needs that development of peripheral areas, including the planned North Growth and Southeast Growth Areas and other areas outside the city's adopted sphere of influence, will not adversely affect efforts to balance water demand with water supply.
- E-22-l. Policy:** Evaluate new development proposals and entitlement activities in light of the conclusions and recommendations of the Fresno Metropolitan Water Resource Management Plan.

Drainage and Flood Control

E-23. OBJECTIVE: Provide facilities to protect lives and property from stormwater runoff hazards.

E-23-a. Policy: The Storm Drainage and Flood Control Master Plan of the Fresno Metropolitan Flood Control District (FMFCD) shall be consistent with and incorporated in the general plan including updating and revising as necessary to accommodate intensified urban uses within established areas and development within the designated North and Southeast Growth Areas. Planned stormwater drainage basin locations are identified by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) and those storm water drainage basins not yet acquired by FMFCD have been assigned alternative land use designations as shown on Table 6.

E-23-b. Policy: The City of Fresno shall continue to support and assist in the implementation of the Fresno Metropolitan Flood Control District's Storm Drainage and Flood Control Master Plan including expansion of the District's service area boundaries to include the planned growth areas of the general plan.

E-23-c. Policy: The City of Fresno shall coordinate with the Fresno Metropolitan Flood Control District in updating the Flood Control Master Plan as necessary to determine the optimum locations for drainage basins and other facilities necessary to serve urban development including planned urban intensification and the planned North Growth and Southeast Growth Areas.

E-23-d. Policy: The City of Fresno shall coordinate construction with other public and private agencies, particularly with respect to streets, sewerage, water, gas, electric, and irrigation improvements, with flood control facilities to seek the greatest public benefit at the least public cost.

E-23-e. Policy: As shown on Table 7, the City of Fresno shall support multiple uses of flood control and drainage facilities as follows:

- the City of Fresno shall utilize, wherever practical, FMFCD facilities for groundwater management and recharge.
- the City of Fresno shall encourage development of ponding basin facilities located within or near residential areas, so as to maximize the potential for recreational use compatible with the stormwater and groundwater recharge functions.

E-23-f. Policy: The City of Fresno shall encourage that, as a minimum standard, the perimeter of all permanent stormwater ponding basins be improved with a landscaped buffer.

E-23-g. Policy: The City of Fresno shall identify and pursue all available or potential funding sources to expedite the completion of landscape amenities and recreation improvements planned or appropriate for basin sites.

E-23-h. Policy: The City of Fresno shall pursue installation of curbing and gutters on existing developed roadways which are lacking drainage facilities.

E-23-i. Policy: The City of Fresno shall work with the Fresno Metropolitan Flood Control District to prevent and reduce the existence of urban stormwater pollutants to the maximum extent practical, and ensure that surface and groundwater quality, public health and the environment will not be adversely affected by urban runoff, pursuant to the requirements of the National Pollution Discharge Elimination Systems (NPDES) Act.

Police Services

E-24. OBJECTIVE: Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure, and stable urban living environment through a police department that is dedicated to providing professional, ethical, efficient and innovative service with integrity, consistency and pride.

E-24-a. Policy: Maintain an organization that is sensitive and responsive to the needs of a diverse community, recognizing and accepting its responsibility to provide a safe environment for the citizens of Fresno.

- Strive to increase ethnic diversity and gender representation of the law enforcement workforce to reflect the composition of the Fresno community.
- Maintain active involvement in youth development and delinquency prevention activities.
- Collaborate with community-based public, non-profit or private agencies to develop comprehensive narcotics and violence prevention programs designed to discourage delinquent behavior and narcotics abuse, and to encourage viable alternative behaviors.

E-24-b. Policy: Facilitate Police Department participation in the implementation of general plan policies, including citizen participation efforts, the application of crime prevention design measures to reduce the exposure of neighborhoods to nonresidents and to promote community surveillance of common areas.

- Facilitate police department communication with citizen advisory committees.
- Refer all land use and development proposals to the Police Department for review and comment.
- Include recommendations for crime prevention design and operational measures as conditions of project approval.

E-24-c. Policy: Continue to identify and apply appropriate safety design and operational measures as conditions of development entitlement approval including but not limited to access control measures, lighting and visibility of access points and common areas, functional and secure on-site recreational and open space improvements within residential developments, and utilization of private "certified" security services.

E-24-d. Policy: Maximize communication and cooperative efforts with residents and businesses in order to identify crime problems and to optimize the effectiveness of crime prevention measures and law enforcement programs.

E-24-e. Policy: Maximize coordination between the Police Department and the Sheriff's Department to address crime problems in neighborhoods divided by the city's incorporated boundary and continue to explore opportunities for combining and consolidating services when it provides a means to improve the level of law enforcement provided to the community.

E-24-f. Policy: Identify and pursue measures and methods to improve law enforcement services.

- Implement a process which provides for Police Department review and approval of major events including concerts, sports contests, community celebrations, exhibitions and other events generating large attendances which will ensure that adequate event staffing is provided to maintain crowd control, traffic safety and to meet law enforcement needs on and off-site.
- Establish at least one Problem Oriented Policing (POP)/TAC office in each policing area.
- Consider utilization of alternative means of patrol and apprehension such as air support (helicopter or other aircraft), foot patrol or bicycle and horse mounted patrol.
- Maintain a long-range law enforcement budget planning program to identify revenue and expenditure trends and establish funding mechanisms (including but not limited to the consideration of assessment districts) to address revenue deficiencies.

Fire Services

E-25. OBJECTIVE: Ensure that fire protection, emergency medical and all emergency services are provided in an adequate, efficient and cost effective manner.

E-25-a. Policy: Utilize the procedures and criteria contained within the Urban Growth Management (UGM) Policy and Ordinance to provide an equitable means through which the provision of fire service can be addressed throughout the UGM area including the planned North and Southeast Growth Areas.

- E-25-b. Policy:** Pursue long-range transfer of fire protection service agreements with adjacent fire districts that, in concert with existing instant aid agreements, will lead to the eventual unification of fire protection services in the metropolitan area of Fresno.
- E-25-c. Policy:** Continually evaluate the Fire Department's ability to provide staffing and equipment resources to effectively prevent and mitigate emergencies in existing and new high-rise buildings (defined by Health and Safety Code Section 13210 (b) as every building of any type of construction or occupancy having floors used for human occupancy located more than 75 feet above the lowest floor level having building access).
- E-25-d. Policy:** Develop appropriate standards, as necessary, for rescue operations including, but not limited to, confined space and swift water rescues.
- E-26. OBJECTIVE:** Ensure that the Fire Department's staffing and equipment resources are sufficient to implement all requests for fire and emergency service from the citizens of Fresno.
- E-26-a. Policy:** Use adopted general and specific plans, the city's GIS database, and the fire station location program to achieve optimum siting of future fire stations. For those station sites identified by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) but not yet acquired by the city, the underlying alternative land uses shown on Table 5 shall be applied.
- The siting of any additional new station locations to serve future development such as the North and Southeast Growth Areas shall occur through the applicable community or specific plan adoption/amendment process.
- E-26-b. Policy:** Provide for an average response time of not more than five minutes for all emergency requests for service within the metropolitan area.
- E-27. OBJECTIVE:** Enhance the level of fire protection to meet the increasing demand for services from an increasing population. Achieve a better fire insurance rating by augmenting human and equipment resources.
- E-27-a. Policy:** Continue fire prevention inspections of industrial, commercial and various institutional residential establishments.
- E-27-b. Policy:** To the extent possible, encourage multi-lingual educational programs concerning fire prevention and fire safety.
- E-27-c. Policy:** Continue Fire Department review of all development proposals in order to ensure the inclusion of adequate on-site and off-site fire protection provisions.

E-27-d. Policy: Adopt and enforce construction and fire codes that restrict the level of risk to life and property from fire, commensurate with the fire suppression capabilities available to the city.

E-27-e. Policy: Continue to ensure that adequate water supplies and hydrants are available for fire suppression within all existing urban areas as well as newly developing areas.

E-27-f. Policy: Investigate and implement methods to generate fees to off-set the ongoing personnel and maintenance costs of providing fire protection.

Schools

E-28. OBJECTIVE: Cooperate with and encourage all school districts within the metropolitan area to provide the educational facilities and programs necessary to meet the needs of the area's student population.

E-28-a. Policy: Support strategies and programs of school districts and the Fresno County Office of Education to efficiently and consistently provide access to and utilization of the highest quality educational programs and support services feasible.

E-28-b. Policy: When requested by a school district, consider supporting or participating in the realignment of school district boundaries, if appropriate, to enhance the efficient utilization of school facilities; development and/or joint use of public facilities; and, transportation, counseling, behavioral modification, training or other programs designed to maximize access to and use of educational opportunities.

E-28-c. Policy: The implementation of strategies by school districts to provide and efficiently utilize facilities is to be considered an important factor by the City of Fresno when contributing its resources or utilizing its legislative authority to require school fees. The city cannot impose any school impact fee (other than those mandated by state law), unless the school districts clearly demonstrate an efficient utilization of facilities including, but not limited to, the following considerations:

- construction of new or expanded permanent school site facilities.
- interim measures such as year-round schedules.
- use of portable classroom structures, transporting students to campuses with available student capacity and double or evening sessions.

E-28-d. Policy: The acquisition of school sites and construction of school facilities that are equal to, or greater than, the state standards for school enrollment and school site size by all school districts serving the metropolitan area is a high priority of the City of Fresno.

E-28-e. Policy: Support measures to acquire planned school sites and construct school facilities, including the assessment of additional school fees on new development, consistent with applicable state and federal laws and the following:

- development fees are determined necessary to ensure that new development contributes its equitable share of the full cost of constructing new schools.
- these development fees are uniformly applied within a school district's boundaries.
- all reasonable and diligent efforts have been made to utilize other potentially available sources of funds.

E-29. OBJECTIVE: Plan for the location and design of schools to ensure their physical and functional compatibility with surrounding urban development and improvements, and to promote their role as the focal point of neighborhood and community activity.

E-29-a. Policy: Schools should be located and designed to facilitate safe and convenient access to circulation systems including pedestrian and bicycle routes whenever possible; maintain compatibility with surrounding land uses; contribute to a positive neighborhood identity; and, support the over-all community design objectives of the general plan, community plan or applicable specific plan.

- Work closely with representatives of public and private schools during the preparation and amendment of plans (particularly land use, circulation and public facilities elements), and the processing of development proposals to ensure that plan policies are well-conceived and effectively implemented.
- Require school districts to provide necessary street improvements, pedestrian facilities, public facilities and public services at each new school site.
- Continue to designate appropriate school sites on the general plan land use map (as well as applicable community and specific plans) compatible with the locational criteria of each school district.
- When school districts propose a new school site inconsistent with an adopted plan, or in zone districts where schools are not permitted, the city shall require a plan amendment and rezone application for the site. Pursuant to state law, districts shall also obtain the appropriate special permit.

E-29-b. Policy: Pursue the cooperative development and utilization of school sites with adjacent neighborhood parks for both school activities and non-school related recreational activities.

E-29-c. Policy: Encourage school districts to request the designation of needed new school sites on the appropriate plan land use map, at the earliest time possible, in order to facilitate planning for compatible land uses and better ensure that future school sites can be accommodated. For those public school sites designated by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) not yet acquired by the appropriate district, the alternative land uses shown on Table 3 shall be applied.

- Alternative sites for new public school facilities within the Fresno Unified School District are identified by the Existing and Planned Public School Sites Map (Appendix F). Selection and acquisition of an alternative school site as depicted in Appendix F is deemed to be consistent with the land use provisions of the general plan.
- The City shall consult with the affected school districts to assure that adequate school sites are identified and planned for in preparing the appropriate community or specific plans for the North and Southeast Growth Areas.

E-29-d. Policy: Community and specific plans shall consider the needs of public and private colleges and other post-secondary educational facilities and address the feasibility and appropriateness of off-campus facilities, particularly along designated major transportation corridors.

E-29-e. Policy: Incorporate school district facility design and locational criteria within community and specific plans to the extent feasible and compatible with over-all planning policies and objectives. The following facility size and service area characteristics are provided as a generalized "rule-of-thumb" planning measures to evaluate the adequacy of general plan land use distribution and facility planning.

<u>Grade</u>	<u>Attendance Radius</u>	<u>Minimum Site Size</u>
K - 6	1 mile	10 - 20 acres
7 - 8	2 miles	20 - 40 acres
9 -12	2 - 3 miles	40 - 60 acres

E-29-f. Policy: The following considerations are presented as recommended criteria for school site location planning and may be supplemented or modified by community and specific plan policies.

- Locate and design elementary school sites to provide safe and convenient access; and, reduce conflicts with neighborhood traffic, sources of excessive noise, and incompatible land uses (such as multiple family residential, commercial or industrial developments).
- Locate middle and high school sites immediately adjacent to major streets. Whenever possible, high school sites with stadiums should have access to an arterial street.

- To the extent feasible and compatible with over-all planning policies and objectives, each school district's location and land use compatibility guidelines or preferences shall be incorporated into the city's land use planning and public facility design programs.

Solid Waste and Community Sanitation

E-30. OBJECTIVE: Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.

E-30-a. Policy: Support programs and new techniques of solid waste disposal such as recycling, composting, and waste separation, to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.

E-30-b. Policy: Pursue programs to maintain conformance with AB 939, the Solid Waste Management Act of 1989, in order to comply with mandated diversion goals.

E-30-c. Policy: Expand community sanitation programs to provide neighborhood cleanup and nuisance abatement services throughout the metropolitan area including both incorporated and unincorporated areas.

E-30-d. Policy: Locate any private or public waste disposal facilities or transfer stations in a manner that waste transportation and processing is not detrimental to the public health, safety, welfare, and aesthetic well-being of the surrounding community.

E-30-e. Policy: Pursue the implementation of measures to eliminate illegal tire dumping.

F. OPEN SPACE/RECREATION ELEMENT

Challenges

"Open space" is one of the required elements for general plans under State Planning Law (California Government Code Section 65560). The general plan is required to inventory open space and recreational opportunities, and to address community needs for these activities and facilities. This element of the general plan update addresses open space for recreational activities (agricultural, mineral resource, and habitat open space is dealt with in the Resource Conservation Element; open space set-aside due to hazards is dealt with in the Safety Element; and landscaped open space used for buffer zones and streetscape enhancement is dealt with in the Urban Form Element).

Recreational amenities and attractive open spaces are crucial for maintaining an urban area's image and desirability, on a citywide scale as well as at a neighborhood level. The Fresno-Clovis Metropolitan Area is a major urban center with a diverse population that includes a high proportion